

With the crankcase device you have a decrease in the amount of pollution into the air, but not a reduction.

However, I would like to emphasize when you calculate out the fact that approximately 10 percent of the total fuel delivered to a motor vehicle—as an example, Mr. Chairman, if you were to buy 10 gallons of gasoline at the station and pay your money for 10 gallons, 1 of those gallons on the uncontrolled vehicle goes out into the atmosphere.

This 2-million figure is based on approximately 20 million gallons being sold each day in Los Angeles. The American Petroleum Institute, and I feel this is important to you gentlemen, on a national level indicated there were in excess of 70 billion gallons of gasoline sold in the United States in calendar year 1965.

Take 10 percent of that, and it comes to about 7 billion. Now, to get a more realistic figure, we cut this down to 1 hour's time. Every hour of the day, 24 hours a day, on a national approach there is over 800,000 gallons of gasoline going off into the atmosphere. Now, that is a staggering amount of pollution.

Gentlemen, I must emphasize I am glad to see you taking the interest you are in this problem from the nationwide approach. In some of this material I am going to submit to you there is an information type of report which indicates what the 1966 exhaust control device on all California vehicles resulted in.

We see there a significant reduction, and we feel confident the systems are working satisfactorily, and we can look into 1967 to see even better devices.

The efforts of the motor vehicle pollution control board, as a result of the strong support received from this committee, the Governor's office, the Senate Transportation Committee, have allowed us to cooperatively demand from the American automobile industry controls that actually do function effectively and conserve our natural resource, air.

Now, I emphasize cooperatively, because we do not work in a vacuum. In all our committee efforts and board's efforts, although we don't always do as they think is quite proper, we certainly recommend the importance of cooperating with the automobile industry because, in fact, they are the ones that have to put the devices on the automobile.

Mr. BELL. May I interrupt to see if Mr. Grant has any copies of the statement he might pass to the committee?

Mr. GRANT. Yes, I do. There is one in each of these envelopes, with some descriptive materials on the devices themselves. This is the material for the committee, which I am sorry, I only have one copy. I can give you more copies, but this descriptive material on this has my statement, and also a copy of the speech I referred to at the API.

We know that our efforts have caused the manufacturers of motor vehicles to not only install control equipment, but to be more concerned about quality control in their production. They have upgraded the quality of carburetors, ignition systems, and many other components of the engines. We also know that throughout the State of California, predelivery service performed by dealers prior to delivery of the vehicle to the purchaser has greatly improved. The ultimate result is that the motorist in California is purchasing a better vehicle.